

NARROW ESCAPE FROM
DROWNING OF SIR
CECIL SMITH.

The Penang correspondent of the Straits Times writes on September 24th as follows:—

"As the police steam pinnace was coming down the Kinta River on Thursday with Sir Cecil Smith, the Governor and Messrs. Treacher, Denison, and Hanson on board, she struck a snag and sank. All the officials were saved; but the Governor sank twice before he was rescued. Two servants are missing."

It appears that Governor Sir Cecil Smith had been inspecting the railway and works at Teluk Anson. After going about six miles down the river, and just at the confluence of the Perak and Kinta rivers, the launch which contained the Governor struck a snag, was apparently swung round by the current, capsized, and sank. Every one on board was precipitated into the water. The attention of the other launch, which was about two hundred yards ahead, was attracted to the mishap by a shout, and she was immediately turned back to render assistance. In the meantime his Excellency had been rescued by a Perak Malay, and by the time the other launch reached the spot all were safely on shore except a Chinese boy and a Malay, who sank and were never seen again. Fortunately the catastrophe occurred only about from twenty to thirty yards from the bank. A Malay was steering the launch at the time; but no blame whatever is attributed to the steering, for it is impossible to tell where a snag may be. A quantity of baggage was lost. The accident occurred about 1 o'clock. After a brief rest, the Governor and the whole party embarked on the other launch and went straight on to Teluk Anson, reaching there the same evening. At once his Excellency embarked on the *Sua Belle* and came straight to Singapore. He experienced no bad effects from his immersion and is attending to his official business as usual.

THE SCOTTISH ORIENTAL S. N. COMPANY.

"THE SCAVENGERS" AGAIN TRIUMPHANT.

Early last May, in commenting on that part of the speech of Mr. Edwin Mackintosh, Chairman of the Hongkong General Chamber of Commerce, to the members of that august association, which referred to the action of Admiral Richards in declining to send a British cruiser in search of the Scottish Oriental S. N. Co.'s overdue steamer *Somerset-Para-Nang*, we made the following remarks, with especial reference to "Toth's" extraordinary and altogether unprecedented solicitude to pose as a would-be saviour of the hapless vessel:—

"It has been suggested that more unlikely things have happened than Messrs. Butterfield and Swire becoming agents for the Scottish Oriental S. N. Co. in Swatow, and if this has any foundation, Mr. Mackintosh would naturally take a keen interest in the *Somerset-Para-Nang* (Well! there may be something in that, but we have an idea that a possible agency not so far from Hongkong may have been the object in view.)"

We wrote with an inspired and prophetic pen. On the death, only a few weeks ago, of Captain Geo. T. Hepburn, who for many years had been managing the Scottish Oriental S. N. Co.'s steamers at this port, the steamer was given, under telegraphic instructions from Scotland, to Messrs. Dodwell, Carill, & Co., one of the most promising, energetic, reliable and influential young firms in the Far East, and the appointment was favorably received on every side. But what chance have energy, ability, trustworthiness, local influence, and honest independence against the methods of an all-powerful combination which appears to be (illegally) represented by that notorious Superintendent Engineer and Surveyor, Mr. John Mitchell, alias Copper Jack? Like master like man, would seem to correctly describe the present situation. By the exercise of influence at home—with Sir William Pearce most likely—Messrs. Butterfield & Swire have succeeded in ousting Messrs. Dodwell, Carill, & Co. from the agency of the Scottish Oriental Company and *giving their rivals the opportunity of that desirable position.* Telegrams to that effect have been received in the colony and no doubt public announcements will shortly be made.

The Hongkong Telegraph for months past has strongly suggested that this was the "little game" of the enterprising Talcoo wire-pullers, as the above extract from our review of Mr. Mackintosh's Chamber of Commerce speech plainly enough indicates, so that the actual result, surprising as it will be to most people, causes us but little astonishment. And although we cannot approve of the shady tactics of Messrs. Butterfield & Swire's business methods in carrying out their programme, we are at the same time bound to respect the pertinacity, the indomitable energy, and the utter disregard of "old" custom and the conventionalities, which characterize them in all their undertakings. They mean to win at all hazards, whoever may go to the wall, and as for them certainly they have a fairly long record of substantial successes along the coast of China. And their sun is scarcely yet at its meridian. The motto of "Toth's" firm is "gang forward." And the next victims to the all-conquering iron heel of "Ye Scavengers of the Far East" will be the Indo-China S. N. Co. and the China and Manila Steamship Co. Forewarned is forearmed.

SAD FATALITY ON THE
"HONAM" TRIP.

There was not a very large company on board the *Honam* yesterday, on the occasion of the trip to Macao, and the wind and weather just reached that point at which only the most robust persons could enjoy themselves. On the return trip, about an hour after leaving Macao and near Nine Islands, one of the passengers, Mr. Augusto Marques, was seen to be leaning over the bows, when the boat lurched violently, and he disappeared. He must have been drawn under and struck by the paddle, for though the steamer was promptly stopped, and a boat lowered, nothing more was seen of him. He is said to have been a good swimmer. Mr. Marques was a cousin of Dr. Marques, medical officer of Victoria. Gael, and was well known in Hongkong. Lately he had been for a short time employed on the staff of the Hongkong Telegraph. He was a single man and about 45 years of age.

AN OPEN LETTER
GONE ASTRAY.

To the Editor of the Daily Press.

DEAR GRANNY.—Would you kindly do me the favour of explaining what is the meaning of "code pennant" and "code pennant" in the Daily Press in the "Missions to Seamen" paragraph? In the ordinary marine codes of signals, naval and mercantile, there is no "O," nor any other vowel. If the Mission, launching *Daylight* only calls alongside vessels, "code pennant O," she must do a mighty slow march.

Yours truly,
Hongkong, 3rd October, 1892.

HONGKONG RIFLE ASSOCIATION.

There was only a very meagre turn-out of competitors at the Kowloon range on Saturday afternoon, to take part in the contest for the Long Range Handicap Challenge Cup, which was much to be regretted from a purely sporting point of view, as Mr. F. Howell would no doubt have preferred to win this trophy against a stronger opposition. However, six shooters, of them enthusiastic as the game, answered to the roll-call. At the 800 yards range Mr. Chas. Fong shot very well against a puzzling wind, totalling 30, being six points ahead of Mr. N. Gilles, Mr. Watson (30) and Mr. Howell (30) being next in order.

At the longer range Mr. Ford could scarcely find the target and left off with a score of 10, making a grand total of 58. On the other hand Mr. Howell, who had an allowance of 10 points, shot with remarkable steadiness and picked up 27, thus aggregating 65 points, and winning the trophy. On tonight, this being his third victory, Mr. Robison, with a score of 27, pulled up a bit at the longer range, and Mr. Watson's 26 brought him into third place, two points behind Mr. Ford; but amongst the "cracks" the shooting was bad all round.

The victory of Mr. Howell was deservedly popular, as the vast improvement in his marksmanship has only been attained by constant practice and strict attention to the scientific principles of rifle-shooting. We append the scores:—

800 Yds. Net Allow. Grand	Yards	Yards	Total	Score
Mr. F. Howell	39	27	58	65
Mr. C. Ford	39	10	58	58
Mr. Watson	30	26	56	56
Mr. E. Robison	28	27	55	55
Mr. N. Gilles	33	13	46	54
Mr. W. Duncan	15	18	33	53

NOTES FROM CHINESE PAPERS.

A highwayman who tried to strangle and rob a pedestrian near Loongwha several nights ago, has been sent to the *yamen*, where he will receive his due punishment. The victim was a sixty year old man, who was fortunate enough to meet with a friend, who rescued him and captured the would-be murderer.

In the district belonging to the Lichuan Prefecture the year has been an especially poor one, not even the customary small yield of the autumnal harvest being realised by the poor tillers of the soil. Owing to the bad year, much disorder is prevalent in the country and cases of robbery are not infrequent.

The *Shanghai* correspondent at Hankow informs us that the cholera is carrying off many people in that city. The epidemic commenced first in the section near the Kuanli Miao, and for some time the disease did not extend beyond that limited area. But the district infected now covers the entire town. The usual method of driving the spirits out of the town is being resorted to; consequently the priests are in demand.

On the 12th September four inmates of the magisterial prison at Wuchang were taken out of their cells and executed. These criminals were arrested on account of their implication in a case of robbery last year, their other offence being their connection with the *Kelao Hui*. They did not evince any sign of fear when they were taken to the execution ground; on the contrary they behaved most insolently all the way to the place where death awaited them.

Some time ago the Admiral of the Siang Ho naval forces despatched a deputy, a Major in rank, to Kichang, to cause the arrest of a notorious *Kelao Hui* leader. Major Wang on receiving the order from his superior set out with a body of detectives and soldiers to the locality indicated, and a short time ago he succeeded in catching the person sought. Sheng Shien-tze, the captive chief, has been taken to the *yamen* of the Hupoh Provincial Judge for trial. As a reward for the services of the deputy and his followers, the Judge gave them Tis. 100.

The important law-suit between Magistrate Yang, formerly administrator of Lukiang Hsien, Anhui, and the party of complainants, by whom the former is charged with having by his doings caused the death of several persons, is now being heard by the Nanking Viceroy in person. The matter has been occupying the attention of the officials for months, but owing to the complexity of the evidence, and the great number of witnesses, involving much loss of time, no final decision has been arrived at by the officials conducting the case. But it now seems that a speedy settlement at hand since his Excellency the Viceroy is at the head of the tribunal.

In order to attain greater security from the robbers who constantly despoil the people of their property, the Governor of Kuangtung has given orders to the Nanchai Hsien and Panyu Hsien magistrates to form in their districts volunteer corps to be able to cope with the lawless brigands. The regulations regarding the formation of the corps and their duties have been issued. For the support of the forces a slight tax is to be levied upon the people. The forces are to be made up of men from the stores, each store having to furnish a spare man in time of need, who is to be paid each time he comes out. In order to obtain greater facilities in getting the force to act in concert, a new system of giving alarm has been inaugurated. According to the regulations every fifteen sections of the district are to have a force of their own, upon which the defence of this area will depend.

HANKOW.

(FROM OUR CORRESPONDENT.)

Hankow, September 24th.
The weather here from Saturday the 17th to Wednesday the 21st, was a strong continuous northerly gale, with rain at times. From the 21st we have had fine sunny days, followed by cool nights. The *Kailung*, on her way down from Ichang, was unable to face the storm, and had to run for smoother water into one of the numerous creeks, and even there had to let go two anchorages and wait of home before it was safe to start down river. Later steamer, if full, can carry from 500 to 600 bales of place goods on a draught of under five feet. She has been full the last three trips and on two occasions has made the round trip to Ichang and back in 5 days, to Hsueh-shan, average. Of course this is nothing to the famous *Chang Wo* with over 2,000 bales on 6 feet 10 inches and in 20 hours less time. Still it equals it if not surpasses it. The *Chang Wo* is the most instrumental in saving the China Merchants steamship *Kiang-fung* when she was so badly ashore, up river a short time back; the little *Kailung* bound the *Kiang-fung* high up on the river bank and towed her from 45 to 50 feet off the mud, thereby saving her a broken back. This was long before the steamer *Kiang-fung* or *Kiang-fung* thought of going there. The British steamer *Kailung* charter to the China Merchants' company on October 10th next, and I have no good authority that she will not remain under the C.M.S.N. Co.'s flag after that date. This is no doubt in view of the new river boat coming out in the course of next year for the "Dragon" company. There is a rumor that one of the other companies is making offers for a night for the *Kailung*.

There is no news from Ichang except of a slight mishap at that port to the popular American Tide Surveyor, who slipped on a stone and twisted his ankle, but he is doing well and hopes soon to be all right.

The Golf Club handicap is in full swing just now on the Hankow race-course, and according to the form being shown by certain players we are likely to see the record of the old "warrior" broken.

There have been one or two cricket matches played this month between the residents and the *Lian's* team; but many are looking ahead with pleasure to the foot-ball season, as we hear that the mud-larking engineers are willing to meet the "Hankowites" or *Lian's* in a friendly game, at any time there is a sufficient number of steamers in port.

The writer who supplied your paper with the news of the Great Fire at Hankow "last week" at least have stated facts; the fire was at Wangchung village and nowhere near Hankow city or settlement. The public, reading the paragraph in last week's paper, would naturally think the port of Hankow was always having fires, which is certainly not the case.

The new Governor of Huanan is at present the guest of the Viceroy at Wuchang, having arrived at 8 a.m. on Wednesday per steamer *Taiwan*. At 8 a.m. on Friday he made an official call on the British Consul, which lasted quite a time, after which he made another on the French Consul at the new consulate on the race-course. His Excellency, who was accompanied by a most imposing and numerous body-guard, then left for Wuchang.

The committee of the new Hankow Fire Brigade is working very hard to make it a success and new uniforms are being ordered and served out as they come to hand. To a suitable alarm bell for fire and dots hung in the clock tower, as soon as arrangements can be made for obtaining a good one.

The new Assistant Superintendent will be here next month from the Hongkong Police force and will relieve our present popular Chief of Police of some of his many arduous duties. The water-mark to-day is 33 ft. 11 in. (1 ft. 2 inches lower than corresponding date last year) but for all we know it may rise again, and again rise (as it has done before) and flood the land, but it is hoped that it will not do so.

It is an ill wind that blows no one any good. The remains of the northerly gale, which arrived Tuesday last, an excellent opportunity to exercise the ships' companies of the various men-of-war in port in boat sailing. Three boats from H.M.S. *Linnæ* were out for some two hours or more and came up the harbour before a moderate northerly breeze and sea at a fine speed. To a few nautical men watching these boats, it seemed to be an excellent training form, with the exception of the whaler, which boat had in the opinion of the above too large a sail for the wind blowing at the time, and too little ballast, but owing to the splendid manner in which the *Tom Bowling* at the helm manoeuvred her she suffered no mishap.

As reports from Shanghai say, the three large Shipping companies are again about to join hands. I suppose freight will for the tenth time rise, and passenger fares also.

Professor Anderson is still here and netting from 50 to 75 dollars per night, thanks to the Chinese.

There is nothing more at present except to tell you that training for the coming races is in full swing.—*Shanghai Mercury*.

TIENTSIN.

Tientsin, 21st September.

The breaches in the embankments of the Pehlo and Yung-tung rivers are still untouched. They are left so on purpose to afford the inundated plains around Peking an opportunity for having the water drained off, through the existing openings, back into the beds of the falling rivers. The plains in many places are nearly dry again, and the country-people are very busy in planting vegetables, wherever practicable, to have something to eat back upon in lieu of the food destroyed. The summer freshets are over now.

Shantung has escaped floods this year. (According to later accounts from Chefoo, several districts on the lower Hongho were flooded about three weeks ago.—Ed.) They had a very good wheat harvest in our neighbouring province, and will in all probability also have excellent millet crops. The north-eastern districts of the province of Hsienan have also suffered by the summer freshets, but by no means so severely as Chihli this year.

The water of the Pehlo has fallen over a foot since my last letter, and steamers find it much easier to get up and down the river than was the case a short time ago. Lately some of them even came up at night all right, and left again at daylight; amongst these were the *Hsinfung*, *Hsien*, and *Hsienyue*.

The Tientsin Lighter Co. is doing very well, and there is a fine prospect of a good dividend to shareholders, although the top boat *Gem* has not been raised yet. Viceroy Li-Hong-chang is enjoying very good health, and the sickness recently prevailing amongst the natives is now decreasing, thanks to the cooler weather, and the fine bracing air which has set in for the last week or so.

Trade is getting much brisker both in imports and exports, apparently on a much greater scale than lately, and it is likely to remain so for some time to come.

I hear that Mr. von Hanneken has been commissioned to build some new forts at Kianchow, wherever that may be; fuller particulars on the subject are not at my command at present.

From Port Arthur information has reached here that the shell and enemy of the local authorities has successfully coped with the leakage of the dry dock, but not without a considerable expenditure; several ironclads have been docked since the repairs were effected. The number of foreigners at that port has dwindled down to three, an Englishman, Frenchman and Portuguese; but the two last named will probably also leave in a couple of months, when only the Harbour Master, Captain Calder, is likely to remain. Capt. Calder was in command of a gunboat of the Viceroy of Canton before he was appointed to Port Arthur, and he has rendered excellent service since his arrival. I hear that Mr. Fletcher, of the torpedo service, has also been staying at Port Arthur lately, where he is superintending some repairs to be effected on the torpedo boats. The place has become very dull since the so-called "French war," at which time about a dozen Germans were employed at Port Arthur, after which period during the rainy days of the Thewissen Syndicate, several dozen of Frenchmen made the place lively for some time; verily, *tempora mutantur*.—*Shanghai Mercury Correspondent*.

DEARLY ABSOLUTELY CURED.—A Gentleman who cured himself of Corns and Moles in the space of 14 years standing by a new method, will be pleased to send full particulars free of charge to any of the following places:—Address: HERRICK CLIFF, 8, Shepherd's place, Kensington Park, London, S.W., Eng.—*Advis*.

Advertisements.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW.
THE Company's Steamship

"HAILONG."
Captain Rensch will be despatched for the above port, on WEDNESDAY, the 5th instant, at Noon.

For Freight or Passage, apply to
DOUGLAS LAIRRAK & Co.,
General Managers.

Hongkong, 3rd October, 1892. 1082

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.
THE Company's Steamship

"ESMERALDA."
Captain G. Taylor will be despatched for the above port, on WEDNESDAY, the 5th instant, at 3 P.M.

The Steamer has Superior Accommodation for Passengers and is fitted with the Electric-light.

For Freight or Passage, apply to
SHEWAN & Co.,
General Managers.

Hongkong, 3rd October, 1892. 1080

FOR NEW YORK.
THE 3/3, L. I. British Ship

"J. Y. ROBBINS."
Crosby, Master, will load here for the above port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.,
General Managers.

Hongkong, 3rd October, 1892. 1081

WAR DEPARTMENT CONTRACT.

NOTICE TO BUILDERS.

TENDERS are required for EXTERNAL and INTERNAL PAINTING, WHITE-WASHING, etc., and WORKS in connection therewith at WELLINGTON BARRACKS, in the Hongkong District.

Persons desiring to Tender for the execution of these Works must leave their Names with the SURVEYOR at the ROYAL ENGINEERS' OFFICE, Queen's Road East, on or before the 11th day of October, 1892. Bills of Quantities, with Form of Tender, will be issued to each candidate.

The Secretary of State for War does not bind himself to accept the lowest or any Tender.

W. H. MULLOV,
Colonel on the Staff,
Commanding Royal Engineers, China.

Royal Engineer Office,
Hongkong, 30th September, 1892. 1079

PROFESSIONAL NOTICE.

I HAVE this day resumed my Hongkong DENTAL PRACTICE.

DENTON E. PETERSON, D.D.S.,
No. 9, Connaught House,
Queen's Road Central.

Hongkong, 3rd October, 1892. 1085

HONGKONG RIFLE ASSOCIATION.

MR. SATSOU'S CUP will be shot for on SATURDAY, the 5th inst. Ranges—300 and 500 yards. Time, 3 P.M.

ED. ROBINSON,
Hon. Secretary.

Hongkong, 3rd October 1892. 1080

ST. JOHN LODGE

OF HONGKONG,
No. 618, S.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zealand Street, on WEDNESDAY, the 10th inst., at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 3rd October, 1892. 1084

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE—TEN CENTS.
Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1891.

Intimations.

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
No. 21, Queen's Road Central, 1032

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
WATCHES AND BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for London, Anderson's Watches awarded the highest Prize at every Exhibition; and the *Weltkinder* and *Sohn's* CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
No. 2, Queen's Road Central, 1033

HONGKONG TIMBER YARD, WANCHAI.

Oregon Pine Spars and Lumber Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1888. 661

NOTICE.

JAYE'S SANITARY COMPOUNDS COMPANY, LIMITED.
JAYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

I AM UNDERSIGNED to say that I have appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and am prepared to supply quantities to suit purchasers, at Wholesale Prices. *Extra Special* terms for Shipping and large Orders.

Sir ROBERT LAWRENCE, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, W.

"It is the best Disinfectant in use."
W. G. HUMPHREYS & Co.,
Bank Buildings,
Hongkong, 19th June, 1888. 1078

Intimations.

THE

HONGKONG HOTEL.

TELEGRAPHIC ADDRESS, "Kraellin"—A. B. C. Code.—TELEPHONE, No. 32.

PROPRIETORS.....THE HONGKONG HOTEL COMPANY, LIMITED.

THE HONGKONG HOTEL—the most commodious and best appointed Hotel in the Far East, affords unequalled accommodation to travellers and others. It is situated in the centre of the town, opposite the General Post Office and the Hongkong Club, adjacent to Pedder's Wharf (the principal landing stage of the Colony) and in close proximity to the Banks and Shipping Offices.

THE HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers. THE TABLE D'HOTE, at separate tables, is supplied with every delicacy, the *chefs* being under experienced supervision. THE BED-ROOMS, with adjoining Bath-rooms, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators. The Reading, Writing and Smoking Rooms, Ladies' Drawing Rooms, the new Bar and public BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience. A handsomely appointed GRILL ROOM, where chops, steaks, &c., are served at any hour adjoins the HOTEL, and is under the same management.

THE WINES & SPIRITS are selected by an Expert and the BEST BRANDS only are supplied. HYDRAULIC ASCENDING ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER

Manager.

Hongkong, 12th February, 1892.

CENTRAL HOTEL, SHANGHAI.

THIS long established SELECT Family Hotel, situated on the Bund, facing the river, in the centre of the Settlements, has lately undergone extensive alterations, and is now fitted with the latest modern improvements, including Bath and Dressing Rooms ATTACHED to Suites and Single Rooms, with hot and cold water laid on, DOUCHE, SHOWER SPRAYS, etc., and heated to a comfortable temperature during winter.

SEPARATE ROOMS FOR PRIVATE DINNER PARTIES, &c.

The Electric Lighting now partly laid on will be completed during this year, 1892.

An Assistant will attend on Passengers by Mail Steamers.

N.B.—TELEGRAPHIC ADDRESS—"CENTRAL, SHANGHAI."

6651

F. E. REILLY, PROPRIETOR.

For Sale.

FOR SALE.

"UPAS" ANTIFOULING COMPOSITION FOR SHIPS' BOTTOMS.

PERFECT ANTIFOULING AND QUICK DRYER.

For further particulars apply to SHEWAN & Co.

Hongkong, 17th September, 1892. 1030

THEY LEAD THEM ALL.

THE CELEBRATED CALIFORNIA WINES,

from the well-known Vineyards of Messrs. KOHLER and VAN BERGHE, San Francisco, and JULIAN P. SMITH (Olivina) Livermore, California.

Guaranteed to be Pure and Unadulterated.

Pure BLACKBERRY BRANDY and fresh Consignments of BARTLETT SPRING MINERAL WATER by each Steamer.

Prices forwarded on application to MACONDRAY BROTHERS & Co., Commission Merchants, No. 30, Water Street, Yokohama.

Yokohama, 12th August, 1892. 1044

FOR SALE.

THE SCHOONER "MONTARA,"

AS SHE NOW LIES IN YAU-MA-TEI BAY.

Length.....75 feet
Beam.....12 feet
Depth of hold.....7 feet
Registered Tonnage.....75 tons
(Owing to recent alterations the carrying capacity of the *Montara* has been increased to about 120 tons dead weight.)

Commercial.

LATEST QUOTATIONS
 Hongkong and Shanghai Bank—97½ per cent.
 The National Bank of China, Ltd.—on £600.
 The National Bank of China, Ltd.—Founders' shares, \$200 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$14, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Preferred shares, £18, buyers.
 Chinese Imperial Loan of 1884—B—2½ per cent. premium, sellers.
 Chinese Imperial Loan of 1884—C—2½ per cent. premium, buyers.
 Chinese Imperial Loan of 1886—E—14 per cent. premium.
 Union Insurance Society of Canton—\$88 per share, sellers.
 China Traders' Insurance Company—\$56 per share, ex div., sales and buyers.
 North China Insurance—Tis. 237½ per share, buyers.
 Canton Insurance Company, Limited—\$107 per share, buyers.
 Yangtze Insurance Association—\$102, buyers.
 On Tai Insurance Company, Limited—Tis. 150 per share.
 Hongkong Fire Insurance Company—\$260 per share, buyers.
 China Fire Insurance Company—\$86 per share, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—\$29, sellers.
 China and Maella Steam Ship Company—35 per share, sales and buyers.
 Indo-China Steam Navigation Company, Limited—45 per cent. discount, sellers.
 Douglas Steamship Company—\$40 per share, sales and buyers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—\$75 per cent. premium, sales and buyers.
 Geo. Fenwick & Co., Limited—\$15 per share, sales and buyers.
 Hongkong Hotel Co.—\$24, ex div., buyers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.
 The Austin Arms Hotel and Building Company, Limited—\$6 per share, sellers.
 The Shamen Hotel Co., Limited—\$5 per share, sales and buyers.
 Pansong and Sungsang Saman Mining Co.—\$20 per share, sales and buyers.
 The Rauld Gold Mining Co., Limited—30 cents per share, buyers.
 New Inuris Mining Co., Limited—\$1.20, cents per share, sellers.
 The Balmoral Gold Mining Co., Limited—nominal.
 Tongqua Coal Mining Co.—\$110 per share, sellers.
 The Telesco Mining and Trading Co., Limited—\$4 per share, sales and buyers.
 The Selkirk Tin Mining Co., Limited—20 cents per share, sales and buyers.
 London and Pacific Petroleum Co., Ltd.—\$2 sellers.
 Chien Sugar Refining Company, Limited—\$150 per share, buyers.
 Luzon Sugar Refining Company, Limited—\$40 per share, buyers.
 A. S. Watson & Co., Limited—\$16 per share, sales and buyers.
 Dakin, Crickbank & Co., Limited—\$2 per share, buyers.
 Hongkong Dairy Farm Co., Limited—\$5 per share, sellers.
 The Kowloon Land Investment Co., Limited—\$8 per share, buyers.
 The Hongkong Land Investment Co., Limited—\$61, sales and sellers.
 The West Point Buildings Co., Limited—\$28 per share, sales and buyers.
 H. G. Brown & Co., Limited—\$22 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$52 per share, sales and buyers.
 Hongkong Rope Manufacturing Company, Limited—\$97½ per share, sales and buyers.
 Hongkong Gas Company—\$102 per share, sellers.
 Hongkong Ice Company—\$71 per share, sellers.
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$7 per share, sellers.
 The Green Island Cement Co.—\$5 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$3 per share, sellers.
 The Hongkong Steam Laundry Co., Limited—\$25 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$40 per share, sellers.

EXCHANGE.
 On London—Bank, T. T. 2/9½
 Bank Bills, on demand 2/9½
 Bank Bills, at 4 months' sight 2/9½
 Credits at 4 months' sight 2/9½
 Documentary Bills, at 4 months' sight 2/9½
 On Paris—
 Bank Bills, on demand 1/45
 Credits, at 4 months' sight 1/35
 On India—
 T. T. 22½
 On Demand 22½
 On Shanghai—
 Bank, T. T. 72
 Private, 30 days' sight 72

VISITORS AND RESIDENTS AT THE HONGKONG HOTEL.

Mr. Ed. H. Barnes. Rev. J. M. Morton, B.A.
 Mr. Brockmann. Mr. A. Richardson.
 Mr. V. Brennan. Surg.-Major Robbins.
 Mr. D. E. Brown. Mr. Robbins.
 Captain Cunningham. Mr. J. Robinson.
 Mr. J. David. Miss Robinson.
 Mr. Geo. Fenwick. Mr. F. E. Shean.
 Mr. and Mrs. Foster. Mr. J. M. Speet.
 Reynolds. Mr. F. Strats.
 Mrs. O. H. Gates. Mr. W. Tarn.
 Mr. A. Hewitt. Mr. F. D. Walker.
 Captain Horning. Mr. O. Weber.
 Mrs. Hosken. Mr. and Mrs. J. J.
 Mr. Thos. Howard. Mr. Wolcher.
 Mr. J. Kirkwood. Mr. Geo. S. Wickham.
 Mr. Kreischmar.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Chaudet. Surgeon-General H. F. Paterson.
 Mr. David Wood. Miss Paterson.
 Mr. W. S. Harrison. Surg.-Major Robbins.
 Mr. and Mrs. J. Harris. Mr. and Mrs. Penkin.
 Mr. Morton Jones. Mr. E. W. Reiter.
 Mr. V. Kofod. Mr. Sparrow.
 Mr. F. Matland. Mr. Geo. L. Tomlin.
 Mr. W. R. Needham. Mrs. Peterson.

MAILS EXPECTED.

THE PACIFIC MAIL.
 The Messageries Maritimes Co.'s steamer *Calcutta*, with the outward French mail, left Saigon on the 1st instant at 5 p.m., and may be expected here on the 5th.

THE AMERICAN MAILS.

The P. M. S. S. Co.'s steamer *City of Peking*, with mails, etc., left San Francisco for this port via Yokohama on the 17th ultimo.

The P. M. S. S. Co.'s steamer *Chiao*, with mails, etc., left San Francisco for this port, via Honolulu and Yokohama, on the 27th ultimo.

THE CANADIAN MAIL.

The Canadian Pacific Railway Co.'s steamer *Empress of China*, from Vancouver, left Yokohama for Kobe, Shanghai and Hongkong on the 3rd instant.

STEAMERS EXPECTED.

The Messageries Maritimes Co.'s steamer *Melbourne* left Shanghai on the 1st instant at 6 p.m., and may be expected here to-day.

The P. & O. S. N. Co.'s steamer *Gwalior*, from Bombay, left Singapore on the 27th ultimo, and is expected here to-morrow.

The Navigazione Generale Italiana steamer *Diagona* left Bombay on the 17th ultimo, and may be expected here on the 18th instant.

The China Shipper's Mutual S. N. Co.'s steamer *Pliny*, from London and Liverpool, left Singapore on the 30th ultimo, and may be expected here on the 6th instant.

The Northern Pacific Steamship Co.'s steamer *Pha Nang*, from Tacoma, left Yokohama on the 3rd instant, and may be expected here on the 9th.

The P. & O. S. N. Co.'s steamer *Bombay*, London, left Bombay on the 23rd ultimo, and may be expected here on the 18th instant.

The P. & O. S. N. Co.'s steamer *Canton* left London on the 15th ultimo for this port.

Shipping.

ARRIVALS.

TAIPEI, German steamer, 828, Calender, 1st Oct.—Kobe 25th Sept. Coals—Meyer & Co.

HUPPEI, British steamer, 1,846, S. Quail, 2nd Oct.—Swatow 1st Oct. General—Butterfield & Swire.

CHINA, German steamer, 12,600, F. Voss, 2nd Oct.—Amoy 1st Oct. General—Meyer & Co.

LY-SAMMOON, German steamer, 1,438, G. Heusermann, 2nd Oct.—Shanghai 29th Sept. General—Sluems & Co.

CHINPING, Chinese steamer, 327, C. H. Crawley, 2nd Oct.—Chefoo 20th Sept. Coals and General—C. E. & M. Co.

HAILOONG, British steamer, 783, T. F. Hall, 2nd Oct.—Swatow 1st Oct. General—D. Laiprak & Co.

SHANTUNG, British steamer, 1,813, W. B. Handley, 2nd Oct.—Singapore 2nd Sept. Sugar, Butterfield & Swire.

ESMERALDA, British steamer, 666, G. A. Taylor, 2nd Oct.—Manila 30th Sept. General—Shewan & Co.

KUTSANG, British str., 1,495, W. Hall Jackson, 2nd Oct.—Calcutta 16th Sept. Penang 22nd and Singapore 26th. Opium and General—Jardine, Matheson & Co.

PENSHAW, British bark, 727, Wood, 2nd Oct.—Calcutta 22nd August, and Cango 19th Sept. Timber—Gibb, Livingston & Co.

ALBANIA, British ship, 1,438, W. S. Brownell, 2nd Oct.—New York 7th May. Kerosene Oil—Reuter, Brockmann & Co.

KATSON, British steamer, 1,034, Gray, 2nd Oct.—Amoy 1st Oct. General—Arnold, Karberg & Co.

BENLAWRE, British steamer, 1,883, A. Webster, 2nd Oct.—Singapore 27th September. General—Gibb, Livingston & Co.

COSMOPOI, German steamer, 851, W. T. Schaffer, 3rd Oct.—Macao 3rd Oct. General—Wiel & Co.

SIKH, British steamer, 1,735, James Rowley, 3rd Oct.—Molli 28th Sept. Coal—Dodwell, Carill & Co.

ASAGAO, Japanese steamer, 1,521, H. Selick, 3rd Oct.—Nagasaki 28th Sept. Coals—Mitsui Bishi Colliery.

SISHAN, British steamer, 845, E. F. Stovell, 3rd Oct.—Bangkok 28th Oct. General—Klen Tye Loong.

INDEP-DENT, German steamer, 1,777, J. Schall, 3rd Oct.—Salig 28th Sept. Salt and Rice—Wiel & Co.

GLYNKARN, British steamer, 1,409, Murray, 3rd Oct.—Paoerong 28th Sept. Sugar—Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Fokien, British steamer, for Swatow, etc.
Hupia, British steamer, for Singapore, etc.
Propontis, British steamer, for Cherbon.
Tinan, British steamer, for Foochow.

DEPARTURES.

October 2, *Atsui*, Danish steamer, for Holhow.
 October 2, *Tylich*, German str., for Chefoo.
 October 2, *Chien*, German str., for Holhow.
 October 2, *Szechu*, British str., for Shanghai.
 October 2, *Alwin*, German str., for Holhow.
 October 2, *Catterthun*, British steamer, for Macao, etc.
 October 3, *Fokien*, British str., for Swatow, etc.
 October 3, *Pekin*, British str., for Amoy and Tamsui.
 October 3, *Hupia*, British str., for Singapore, etc.
 October 3, *Propontis*, British str., for Cherbon.
 October 3, *Fukien*, Chinese str., for Shanghai.
 Per *Kulang*, str., from Calcutta, etc.—420 Chinese.
 Per *Esmeralda*, str., from Manila—Messrs. B. Adams, F. Frerking, and 19 Chinese.
 Per *Hupia*, str., from Tamsui, etc.—Mr. C. W. Wilkinson, and 87 Chinese.
 Per *Chienping*, str., from Chefoo—2 Europeans and 7 Chinese.
 Per *Ly-Sammoon*, str., from Shanghai—Mr. K. T. Gustavsen, and 45 Chinese.
 Per *Chiao*, str., from Amoy—20 Chinese.
 Per *Hupia*, str., from Swatow—339 Chinese.
 Per *Benzlawa*, str., from Singapore—30 Chinese.
 Per *Szechu*, str., from Bangkok—17 Chinese.
 Per *Asago*, str., from Nagasaki—1 Chinese.
 Per *Sikh*, str., from Molli—3 Chinese.

REPORTS.

The German steamship *Ly-Sammoon* reports that she left Shanghai on the 29th ultimo. Had strong north-east monsoon.

The British steamship *Katow* reports that she left Amoy on the 1st instant. Had strong north-east winds and clear weather.

The German steamship *Chiao* reports that she left Amoy on the 1st instant. Had fine weather and light north-east winds throughout.

The British steamship *Hupia* reports that she left Swatow on the 1st instant. Had fine weather with moderate north-east breeze and sea.

The British steamship *Esmeralda* reports that she left Manila on the 30th ultimo. Had moderate north-easterly breeze and showery weather.

The British steamship *Shikan* reports that she left Bangkok on the 26th ultimo. Had weather to North Shan; thence to Hongkong had fresh north-east monsoon.

The British steamship *Sikh* reports that she left Molli on the 28th ultimo. On leaving Japan had fresh north to north-east breeze. In the China Sea had strong north-east monsoon.

The Japanese steamship *Asago* reports that she left Nagasaki on the 28th ultimo. Had north-west and north-east winds to Lamooky from there to port had moderate breeze and fine weather.

The British steamship *Benzlawa* reports that she left Singapore on the 27th ultimo. Had fine weather and smooth sea with light variable winds until within 300 miles of Hongkong, when fresh north-easterly sea and wind from same quarter, and yesterday had heavy rains.

The Chinese steamship *Chiao* reports that she left Chefoo on the 26th ultimo. Had strong north-east winds with barometer 30.25. On the 28th had light variable winds with falling barometer 30.2, wind north veering to the easterly and barometer 30.02. On the 1st instant had high sea and wind hauling easterly.

The British steamship *Hupia* reports that she left Amoy on the 29th ultimo. Amoy on the 30th, and Swatow on the 1st instant. From Tamsui to Amoy had moderate north-east wind and following sea with cloudy weather.

From Amoy to port had moderate north-east winds and fine clear weather. In Amoy the steamships *Kewling* and *Zafro*. In Swatow the steamships *Tosoon*, *Chowfa*, and *Namoa*.

The British steamship *Kulang* reports that she left Calcutta on the 16th ultimo. Had light south-east winds to Table Island; thence to Penang had moderate to light north-west winds and sea. Left Penang on the 22nd, and Singapore on the 26th. Had fine weather and variable winds to Macleod's Bank; thence to port had strong north-east breeze and swell.

Proceeding from Hongkong to Singapore, in lat. 14° 46' north and long. 112° 48' east, picked up an automatic whistling buoy, took it to Singapore, found to belong to Holland Bank. On the 29th ultimo passed the bark *Cambuscan* off St. John's N.B., all well, in lat. 12° 1' north and long. 110° 54' east.

Post Office.

A MAIL WILL CLOSE.

For Foochow and Tientsin—Per *Sigan* to-morrow, the 4th instant, at 10.30 A.M.

For Kobe, Yokohama, Victoria, B.C., and Tacoma—Per *Zambesi* to-morrow, the 4th instant, at 11.30 A.M.

For Shanghai—Per *Maria Teresa* to-morrow, the 4th instant, at 11.30 A.M.

For Singapore—Per *Fukien* to-morrow, the 4th instant, at 11.30 A.M.

For Hongkong—Per *Esmeralda* to-morrow, the 4th instant, at 3.30 P.M.

For Hongkong—Per *Mongkut* on Wednesday, the 5th instant, at 6.40 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

BATAVIA, British steamer, 1,661, J. R. Hill, 12th August—Tacoma 14th July, General—Dodwell, Carill & Co.

GRANDY, British steamer, 1,704, W. H. Gould, 18 Oct.—Kutchin 20th Sept. Coals—Mitsui Bishi Colliery.

CROW-CROW, German steamer, 796, F. Clausen, 20th Sept.—Salig 24th Sept. Rice—Melchers & Co.

ELECTRA, German steamer, 1,161, L. Maden, 1st October—Higo 25th Sept. General—Sluems & Co.

EMPRESS OF JAPAN, British steamer, 3,003, Geo. A. Lee, R.N.R., 20th Sept.—Vancouver 31st August, Yokohama 14th Sept, Kobe 15th, and Shanghai 17th. General—C. P. Reuter, Brockmann & Co.

FAKE, British steamer, 117, Captain McIsaac, —Hongkong Government tender.

GALICIA, British steamer, 4,400, Pearne, 20th Sept.—San Francisco 6th Sept, and Yokohama 24th, Mails and General—O. & O. S. Co.

MARIA TERESA, Austrian steamer, 1,924, R. Duperin, 28th Sept.—Thiess 14th August, and Singapore 22nd Sept. General—D. Laiprak & Co.

MONKUT, British steamer, 959, H. Deans, 29th Sept.—Bangkok 21st Sept. Rice and General—Yuen Fat Hong.

COORVA, British steamer, 419, J. M. Daly, 23rd May—Singapore 16th May, General—Butterfield & Swire.

PILOT, British steamer, 161, A. Stopani, —Hongkong and Whampoa Dock Co.

PRESTO, German steamer, 655, E. Bohn, 30th Sept.—Hamburg 29th September. General—Sluems & Co.

SINGAN, British steamer, 1,050, J. Price, 1st Oct.—Canton 1st Oct. General—Butterfield & Swire.

SORACHI MARU, Japanese steamer, 1,125, W. Reany, 30th Sept.—Shimonoseki 24th Sept. Coals—Mitsui Bishi Colliery.

TYNAN, British steamer, 2,500, W. N. All-on, 29th Sept.—Sydney 6th Sept, Moriton May 8th, Cooktown 15th, Thursday Island 14th, and Port Darwin 20th. General—Butterfield & Swire.

ZAMBESI, British steamer, 1,650, Edwards, 8th May—Victoria, B.C., via Honolulu and April.

RAILWAY VESSELS.

ALTAIR, British bark, 399, R. Davies, 24th Sept.—Thiess 13th Sept, Beas—Butterfield & Swire.

BELL OF BATH, American ship, 1,347, F. M. Blethen, 27th June—New York 8th March. Petroleum—Jardine, Matheson & Co.

BYGLA, German bark, 333, Flager, 1st Sept.—Amoy 27th August, Ballast—Wiel & Co.

CHARON WATANA, Siamese bark, 636, J. Koch, 12th Sept.—Bangkok 27th August. Wood—Chinese.

CONFRANCE, British ship, 1,596, Lagley, 18th August.—New York 22nd August, Petroleum—Order.

KLAX, German ship, 1,375, H. Bremer, 15th August.—New York 3rd April, Petroleum—Arnold, Karberg & Co.

ELKONKON, Chinese bark, 457, Opium Examination hulk, Stonewater Island, Chinese—Customs.

E. SOULE, American bark, 1,443, Ballard, 14th Sept.—Newcastle (N.S.W.), 23rd July, Coals—Geo. R. Stevens.

HENRICH, German bark, 921, Henne, 22nd July—Singapore 10th July, Timber—Chinese.

IMAC RKEN, American ship, 1,429, F. D. Waldo, 14th August.—New York 4th April, Kerosene Oil—Reuter, Brockmann & Co.

JERUSALEM, German bark, 883, A. Oesselmann, 21st Sept.—Hamburg 29th April, General—Arnold, Karberg & Co.

J. V. ROBINNS, British schooner, 178, Cooby, 11th Sept.—New York 10th May, Petroleum—Order.

NAM-CHU-SHUI, Chinese schooner, 500, Lok Lal-hong, 24th August.—Yee-on 11th Aug. Timber—Yung Kee.

ONKETE, Italian bark, 1,554, M. Morosini, 17th August.—New York 2nd May, Petroleum—Order.

RICHARD PARKSON, American bark, 1,116, W. F. Thorndike, 20th August.—Shanghai 20th July, Ballast—Arnold, Karberg & Co.

SACHEM, American ship, 1,330, Wm. H. Gault, 20th Sept.—New York 24th May, Oil—Shewan & Co.

SANTA CLARA, American ship, 1,474, R. W. Fuller, 14th Sept.—New York 23rd April, Kerosene Oil—Jardine, Matheson & Co.

TEKUMORAH, British bark, 648, J. E. Winchester, 17th Sept.—Nagasaki 3rd September. Coal—Master.

VICTORY, British bark, 498, R. Martin, 14th August.—Honolulu 15th June, General—Chinese.

WILLIAM L. LACHURN, British bark, Reynell, 20th August.—Philippines 12th August. Timber—Gibb, Livingston & Co.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.

City of Peking Saturday, 22nd Oct.
China Tuesday, 1st Nov.
Peru Saturday, 19th Nov.

THE U. S. MAIL Steamship

"CITY OF PEKING" will be despatched for SAN FRANCISCO, via YOKOHAMA, on SATURDAY, the 22nd Oct., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.

From Hongkong, First-class.
 To San Francisco, Vancouver, Victoria, Esquimaux, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O. \$225.00
 To Liverpool and London 325.00
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RATES OF PASSAGE TO OVERLAND CITIES, FIRST CLASS.

DESTINATION. 1st Class. 2nd Class.
 Kansas City, Mo., Omaha, Neb. 285.00 291.50
 St. Louis, Mo. 292.50 299.00
 St. Paul, Minn., Minneapolis, Minn. 292.50 299.00
 Chicago, Ill. 292.50 299.00
 Milwaukee, Wis. 292.50 299.00
 Cincinnati, Ohio 292.50 299.00
 Columbus, Ohio 292.50 299.00
 Detroit, Mich. 292.50 299.00
 Cleveland, Ohio 292.50 299.00
 Toronto, Canada 292.50 299.00
 Pittsburg, Penn. 292.50 299.00
 Niagara Falls, N.Y., Buffalo, N.Y. 292.50 299.00
 Philadelphia, Penn. 292.50 299.00
 New York, N.Y. 292.50 299.00
 Boston, Mass. 292.50 299.00
 Portland, Maine 292.50 299.00

All the above Rates are in Mexican Dollars.

Special rate (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials and the families.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—

12 months \$337.50
 24 months \$337.50

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. from Return Fare.

This allowance does not apply to through fares from China and Japan to Europe.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, and to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 1 P.M. same day; all parcels to be marked to order and addressed in full value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 74, Queen's Road Central.

J. S. VAN BUREN, Agent.

Hongkong, 3rd September 1892.